





## The Courier-Gazette.

Twice-a-week

Spain is willing to admit that after all war is good for something. It enables her to repudiate her debts.

In the recent election the Republicans lost twenty-four congressmen in the east and gained sixteen in the west. The banner for 1898 belongs to the transmississippi region.

A silver paper in Utah fears that one more good crop in this country will ruin the remaining prospects of free coinage. It still has a lingering hope that the worst will not happen.

On his retirement from active service at the age of sixty-two Admiral Miller says: "I hope that our success with a fifth-rate power will not lead us to believe that we could expect the same success in a conflict with one of the first class." Our eight battle-ships under construction are an assurance that the good point made by the admiral is not overlooked.

The tale of last Sunday's gale lengthens and each added chapter of disaster increases the horror of the day. Not within the memory of the present generation has the New England coast lain so thickly strewn with the bodies of the drowned and the wreckage of once staunch vessels. The storm, of cyclonic proportions, came suddenly, catching many unaware, but even the craft lying apparently at easy anchor inside protecting harbors were swept away by the awful force of wind and wave and piled up on adjacent shores. Rockland shipping has come in for a large share of disaster. Nearly a dozen vessels are reported lost, and many brave sailors have been swallowed up in the waters. The full story has yet to be told.

The loss of the steamer Portland with one hundred and fifty souls on board makes one of the saddest chapters in the sad tales of the New England coast. Nothing will ever be known of what occurred, or what the frenzy of the ill-fated passengers and crew as the steamer, unmanageable, was swept and buffeted out of her course and upon that cruel coast of Cape Cod. Her fate, truly says the New York Tribune, brings us face to face again with the awfulness of nature and the helplessness of man. We rarely think of these coastwise steamers which ply so freely from harbor to harbor as subject to the constant peril of the deep like the ships that cross the ocean. A trip to Europe, common as it is now, nevertheless is one likely to stir every imagination to realize the dangers of the sea. But one takes a boat from Boston to Portland or New York to Providence with the same thoughtlessness that one takes a street car. But the passengers who set out from Boston on Saturday night found themselves, when scarcely out of the harbor, at the mercy of the waves and as helpless as though shipwrecked in mid ocean.

Though taken by surprise by the early snowfall, Mayor Butler and the street department got early to work removing the snow from streets and sidewalks. This promptness is commendable and we cannot question the desire of the present city administration to handle the snow question in an intelligent manner. But The Courier-Gazette repeats the point that it has often urged in this connection, that with no money appropriated for the purpose the officials are practically helpless. It is from this reason that the sidewalks of our city have as a rule remained year after year under grievous burdens of snow and ice. The middle of the streets the city cares for; the sidewalks are left to the caprice of the abutting householders.

We were interested to learn from a stirring editorial in the Sun that New York has a similar condition of things to complain of. The Sun, vigorously protesting against the system continuing in vogue in that city (and Rockland) and adds:

"The present system is a survival of the primitive days of the city, when each household was required to keep clean not only the sidewalk but also the roadway in front of his house, just as he was required to keep a fire bucket for the extinguishment of fires, and to turn out and use it when there was a fire. The city now takes care of the roadway, as it does of the extinguishment of fires, and for it to clean the sidewalks would be only another step forward. The sidewalk is a part of the public highway as much as the street is, and to leave it to be cared for by individuals is anomalous and inconsistent."

This is so closely a copy of many paragraphs appearing in The Courier-Gazette in recent years, that the Sun might be thought to have had the Rockland sidewalk method in its eye when the editor wrote his article.

We shall be glad to co-operate in every way with Mayor Butler in all his efforts he may essay, to give our citizens the comfort of their sidewalks during the coming winter months. But the above quoted paragraph hints at the only adequate solution of the whole matter.

No sea is smooth enough, no harbor locked enough, no land so safely lying as to give man freedom from danger. The greatest ship and the best-built house only give him a screen, not a shield, against the power of the universe, which at any instant may crush him. The little flurry of wind and snow on Saturday night was only a trifling fling of nature's force. It only hinted of the powers of destruction about us. Yet before it man was tossed about helpless and left perhaps more humble, less inclined to think of himself as master of the world, more inclined to think of himself as a creature much in need of the pity and protection of the Power outside himself. —Tribune.

### WHERE IS THE PENTAGOT?

Nothing Yet Heard of That Steamer—Bound Here From New York.

Where is the steamer Pentagot? As the passing hours bring no reply to this query the belief is becoming more generally accepted along the coast that the sea has claimed yet another sacrifice and that Capt. Orris Ingraham and the crew have gone down with the craft.

Gen'l Manager Newcombe of New York telegraphed Wednesday: "We feel that the Pentagot has gone to sea and will turn up all right. We are anxious but not apprehensive."

The Pentagot is managed by the Manhattan steamship company, an organization which has been doing business only since the first of 1898. The company carries freight and passengers between New York and Bangor. The steamer Kenais is in commission as a sister ship with the Pentagot.

If the Pentagot has gone down it is probable that all her people, Capt. Orris Ingraham of Rockland, and crew are lost. Their names are: John Alexander, quartermaster, New York; Patrick Clinton, seaman, New York; Peter J. Dowling, seaman, New York; Henry Durand, officer; W. A. Hansen, chief engineer; Charles Kendall (colored), messman; William Miller, purser, New York; George Matheson, fireman; Nils Nickelsen, fireman; A. Olsen, seaman, New York; C. H. Poland, second officer, Friendship; John Pentland, assistant purser, New York; Charles Rudolph (colored) steward; M. F. Webster, chief officer, Rockland; also an assistant engineer, name unknown, who shipped when the Pentagot last sailed; one quartermaster and one seaman, names unknown.

So far as the agents know she had no passengers. The steamer left pier L. North river, for Bangor, last Friday. She had on board 100 tons of general merchandise. She was reported off Highland light, Mass., at 2 p. m., on Saturday. Nothing has since been heard of her. One of the New York officials of the company said Wednesday:

"We fear that something has happened to her, but we have not given up all hope. Capt. Ingraham has weathered many a gale. We are inclined to believe that Capt. Ingraham put to sea."

The Pentagot carries provisions for two weeks. When the Pentagot sailed last Friday Manager Newcombe cautioned Capt. Ingraham to take the inside course up the coast. Mr. Newcombe said he had not given up hope, but was confident that Capt. Ingraham would avoid the coast as much as possible.

"If that vessel had been wrecked anywhere off Cape Cod we should have heard something of it by this time," said Manager Newcombe. "The very last news we had of the steamer was when she was sighted off Highland light at 2 last Saturday afternoon. Of course the vessel was struck by that northwest hurricane, and, in my opinion, she ran before it."

Capt. Ingraham is one of the most careful navigators in the company. We had five vessels out in that storm and I felt the easiest about the Pentagot. The vessel was as strong as a wooden vessel can be built and nothing but a poop sea or one that dropped directly on her deck could affect her. She may turn up in Bermuda."

Capt. David H. Ingraham, brother of Capt. Orris Ingraham advanced as his only hope, for the steamer's safety, Wednesday, that she put into Provincetown, and has not yet been recognized in the mail of wrecks.

He states that his brother had the utmost faith in the seaworthiness of the steamer, especially after he made a trip from Cape Cod to this port in a storm during which the Boston & Bangor steamers dared not venture out.

On that occasion the Pentagot made seven knots and was leaking scarcely a drop when she arrived at her destination.

The steamer was built originally for a revenue cutter on the lakes where she sailed under the name of George H. Bibb. She was disposed of by the government and was transformed into a freight steamer.

At this port some years ago she underwent repairs which cost, together with some new machinery upwards of \$10,000. She ran on the route between Rockland and Swan's island for a while after being brought here from the lakes, but for some years past has been on the New York-Eastport route. She was bought of H. P. Jones several months ago by the Manhattan steamship company, and was valued about \$18,000.

Maynard Webster, the first mate, is about 35, and recently came to this city from Ows Island. He is married. The second mate is a man named Poland, belonging in Friendship. The purser was William Miller of New York, aged 40.

Capt. Orris Ingraham is a member of the Ingraham family of steamboat fame, and one of the best pilots along the New England coast. He was born in Rockland in 1831, a twin brother of Capt. Otis Ingraham, the present commander of the steamer City of Bangor, Boston & Bangor route. His parents were Capt. and Betsey Haskell Ingraham.

Capt. Orris was coasting between this port and New York in his early youth, and his steamboat experience commenced in the '50s, when he became mate of the steamer which ran in opposition to the Rockland on the route between Rockland and Machias. During the war he commanded several dispatch boats, among them being the Sylvan Star of New York. Later he commanded the steamer William Tibbets, running between Boston and Bangor. After the war he came home and served as pilot on several steamers, among them being the City of Richmond, the Valencia of the New York and Eastport route, the Sagadahoc of the Kennebec line, and the big boat of the Fox River line.

He was captain of the steamer Rose Standish, running between Boston and Nantasket beach, at the time when that craft was run down by the tug J. Wesley Gave. He commanded the steamer Vinalhaven a portion of the summer, and was then given command of the Pentagot.

His qualifications as a pilot were exceptional, and last year, when the U. S. S. Columbia visited Casine, the government sent to this city for Capt. Ingraham to pilot the craft into and out of that port.

Capt. Ingraham married Arletta Rollins of this city and two children were born to them. Lester was killed by lightning aboard the steamer William Tibbets while Capt. Ingraham was in command, and Fred, the surviving son, resides on Masonic street.

## ARM'S WORK

### GRASS OF LIFE AND PROPERTY

Nothing heard from the Steamer Pentagot, Capt. Orris Ingraham—Loss of the Steamer Portland and Over One Hundred Lives—The Rockland Fleet Suffers Terrible Losses—King Philip, Capt. Alphonso Duncan, a Total Loss.

The telegraph wires of the past week have been freighted with the saddest news which it has been their duty to transmit in the last half century. Every hour increases the list of known wrecks until the two hundred limit has been reached and passed. The loss of life is yet an unknown figure but swelled by the terrible catastrophe of the steamer Portland there is no doubt that the loss of life will reach nearly 200. Rockland and Thomaston in addition to being deeply concerned over the loss of a number of their vessels and sailors are now harassed by the almost certain belief that the Pentagot, with all on board has succumbed to the storm.

The loss of the steamer Portland with 160 persons aboard is one of the most terrible catastrophes which ever occurred on the Atlantic coast. The Portland left Boston Saturday night for Portland and went down early Sunday morning off the extreme end of Cape Cod.

No one knows how or when the Portland met her fate. On Sunday morning it was reported that the sound of a steamer's distress whistle was heard off shore. Whether the steamer was overpowered by the hurricane or was drifting helplessly with machinery disabled probably never will be known. Whether she sank off in deep water or was dashed in bits upon the dread Peaked Hill bars is wholly conjectural.

Provincetown's first tidings of the loss of the Portland came when Surfmans Bowley, of High Head Station, found the body of a negro man encircled by a lifebelt bearing the words "Steamer Portland." This was quickly followed by the finding near Highland Station of the body of a white woman and of the body of a white man near Pauret River Station.

No clothing save a pair of stockings was found on the woman. There were no rings upon her fingers. She had full, plump features and light hair. The white man had a diamond ring on one hand and a gold watch in his pocket.

Thousands of articles have washed ashore from the Portland. Some life belts bear the inspection marks of New York officials of date of Jan. 5, 1890.

The destruction of the big steamer was complete, as hundreds of barrels, boxes and other pieces of freight attest. From just east of the Peaked Hill Bar Station to the High Head Station, three miles eastward, the shore is heaped with debris from this and other wrecks.

Chairs and dozens of other articles of saloon furniture, covered with plush; barrels of whiskey and vanilla and such other luxuries and light hair. The white man had a diamond ring on one hand and a gold watch in his pocket. Thousands of articles have washed ashore from the Portland. Some life belts bear the inspection marks of New York officials of date of Jan. 5, 1890.

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A surf-man who has examined some of the life belts washed ashore, reports that several were marked "John Brown," but had a black line painted across that name and "Portland" substituted. He says much of the freight bears the imprint of Boston and neighboring dealers.

Scaffolding authorities here believe that the Portland took the gale after opening out past Thatcher's Island, that the terrible seas lifted her paddle-boxes and upper works and got her leaking, that she scudded for Provincetown, and either stranded close to this place or ran upon the Peaked Hill bars.

The wreck of the schooner Georgietta, of Hancock, which has been ashore at Spruce Head, was towed here Wednesday afternoon. The foremast is gone and the hull is somewhat damaged. The craft will repair here before proceeding.

Schooner E. E. Crowell, Capt. James W. Thomas, which was recently bought from the O'Brien estate by Dunn & Elliott, came out of Holmes' Hole and anchored at Nantasket Roads Saturday night about 10 o'clock. The vessel struck and struck on a rock and the mainmast head went over the side and prevented the crew from getting forward. A boat was launched with much difficulty. They reached shore in a nearly exhausted condition and came upon a beach where the houses were cold and cheerless places. They were not so much comforted and the captain and his men continued their search, finally coming upon a party of hunters, where they received good cheer.

Thomas had two sons before the mast and his brother, George, was mate. The vessel was a schooner of 150 tons, built in 1870, and was owned by Harris Keller was cook. All of these parties belonged in Wiley's Corner, St. George, whether they proceeded for a well earned rest after their perilous experience. The Ella E. Crowell had been repaired and was comparatively new vessel. Capt. Thomas owned a quarter of the vessel and T. S. Singer owned a piece.

Sch. Jordan L. Mott, Capt. Charles E. Dyer, sunk at anchor at Wood End, entrance of the harbor of New York, was reported as lost. The vessel was a schooner of 150 tons, built in 1870, and was owned by Harris Keller was cook. All of these parties belonged in Wiley's Corner, St. George, whether they proceeded for a well earned rest after their perilous experience. The Ella E. Crowell had been repaired and was comparatively new vessel. Capt. Thomas owned a quarter of the vessel and T. S. Singer owned a piece.

Schooner Mabel Hall, Capt. Joshua Bartlett, bound from Rockland for New York with line from the Cobb Lime Co., was reported safe at Edgartown.

Schooner E. G. Willard, Capt. Samuel Aylward, is a total loss at Vineyard Haven, crew saved. The Willard was bound from Rockland for New York with line from Farrand, Spear & Co. She was on the shoals when the storm came on. Capt. Aylward slipped the anchor and ran for Vineyard Haven, the vessel going ashore at the head of the harbor. She filled with water and the cargo, comprising 1500 barrels of lime took fire. The vessel is owned by Farrand, Spear & Co.

Schooner Lena White, Capt. E. W. Gray, was scuttled at Prudence Island, Narragansett Bay, the line having taken fire. She will probably be a total loss. The Lena White was owned by Cobb Wight & Co. and E. W. Ott of Rockport, the latter having a master's certificate. She carried 2200 barrels of lime from the Cobb Lime Co. and was bound for Providence.

Schooner James Young, Capt. Thorndike, bound from Rockland for New York, with line was safe at Edgartown.

Schooner Helen Montague, Capt. John Q. Adams, which left here over a week ago with line from Hurricane Isle for New York, has never been heard from, although other vessels which left at the same time, among them being schooner J. R. Bodwell, have been reported. The Rockland men aboard were Capt. Adams' son Bert and cook Ambrose Ames. The vessel has some

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and W. W. Mooney. The latter four are foremen. The Maynard Summer cleared from Salem, Mass., November 13, for Somers Sound, where she loaded 35,000 paving blocks and sailed November 15, for New York, the block being to St. Pierre of that city. On Saturday afternoon last, the Summer first ran into the big storm when off Martha's Vineyard. The wind was blowing a fierce gale east-northeast, and Capt. Dobbin concluded to run for Block Island. A blinding snow storm was raging and the captain mistook a steamer's light for that of the Block Island light, and he was thrown off his bearings. The gale increased and soon carried the forecastle and mainmast away and the mountainous sea broke the steering gear, leaving the vessel floating helplessly at the will of the waves. For 38 hours the dismantled vessel lay in the trough of the sea. Two steamers were sighted during Sunday and distress signals were waved. The crew declared that they "must have been seen by those on board the steamer, but that no attention was paid to them. The vessel was filling rapidly and the unfortunate men began to lose hope. On Monday at 2 p. m., when they felt that the schooner could not remain afloat another hour, succor came with the sighting of the big steamer Mackinaw. A boat was quickly lowered from the steamer and manned by the first mate and two crewmen, and the schooner was rolled and took off the six sails. On arriving here the men were in excellent condition and apparently none the worse for their perilous experience. Captain Dobbin remained aboard the Mackinaw to-night and the sailors went ashore. The captain will probably leave for New York tomorrow morning. The Maynard Summer was of 265 tons. She was owned by the Bodwell Granite Company and was valued at about \$8,000. Her cargo of stone was worth about \$2,000. There was no insurance on either vessel or cargo. Captain Dobbin says he saw other vessels in distress during the storm.

The schooner Yankee, Maid, Capt. Frank Perry, bound from Placentia Bay with 800 barrels of herring for Boston, is overdue and considerable anxiety is felt about her. Captain Charles E. Bicknell, the owner, is confident that she will show up all right. The craft is in an excellent state of repair and in Capt. Perry was a skipper who is sure to exercise good judgment.

Schooner Mary Langdon, Capt. Lewis Maker, bound from Boothbay for New York, was not heard from until Wednesday noon when a despatch was received by her owners, Cobb, Wight & Co., that she had arrived in Salem.

Schooner James A. Brown, Capt. Solomon Simmons, bound from New York for Belfast, with feed, dragged ashore at Vineyard Haven and had her stern stove in and bowsprit smashed. The vessel is owned in Thomaston by Dunn & Elliott and others.

Schooner Ivy Belle of Bristol, which frequently carried lime from this port, was stranded at Jerry's Point Station, Monday, and was a total loss. The crew was saved.

Schooner Ada Ames, Capt. Mark C. Emery, with line from A. J. Bird & Co. for New York, arrived safe at Boothbay Harbor, and tears as to her were promptly let at rest.

Schooner John J. Perry, owned by Perry Bros. of this city, and bound hence from New York with coal, parted chains at Hyannis and drifted out of the harbor. She was towed back by the tug Fred B. Dalzell.

Schooner Carrie C. Miles, Capt. Elias White, was towed here Wednesday afternoon and presented a sad spectacle as she lay at Atlantic wharf. Both masts were snapped short off and the bowsprit was gone. The remains of the spars, together with the sails and rigging were saved and brought along. She was injured by another Rockland schooner, the A. Heaton, which dragged into her at Portland during the storm. She will be repaired at Cobb, Butler & Co.'s yard and her owners Cobb, Wight & Co., estimate that about \$500 will cover the cost. The hull is apparently in good condition.

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BECAUSE we wish to attract more new trade to our already large list of customers and to convince them that they must come to the Big Store for Bargains.

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One line boys' Chincheilla Reefers with braided sailor collars, bright buttons. Sizes 4 to 6.

One line boys' all wool Indigo Blue Chincheilla Reefers, velvet collars. Sizes 7 to 5.

One line Boys' Gray mixed Reefers with Ulster collar. Sizes 6 to 15.

One line Boys' Light Tan Frieze Reefers with Ulster collar.

Boys' Top Coats in Blue Kersey at \$5.85.

Olive Kersey \$7.50.

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Made to measure from heavy all wool goods, sewed and trimmed in best manner.

\$15.50

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One Price Clothiers.

Under The Farwell Opera House.

All wool, black and Oxford mixed, warranted snow and water proof, reglurs, stouts and long.

Boys' Top Coats in Blue Ker



# Lacking Issues, Mutilated and Missing Pages

At this time of initial microfilming the file is incomplete or imperfect as indicated. If any of the material is added at a later date it will be found in its proper place, or at the end of the reel concerned, or on a supplementary reel, in that order of preference.

*MUTILATED*

*SAT. DEC. 3, 1898*

*PAGES: 3 & 4*







# GOLD JUST THE BEST WASHING POWDER

WINTER RATES  
BOSTON & BANGOR S. S. CO.

Great Reduction in Fares  
Rockland to Boston \$1.75

Fare between Rockland and Boston reduced from \$2.50 to \$1.75.  
Fare between Camden and Boston reduced from \$2.00 to \$1.50.  
Fare between Belfast and Boston reduced from \$2.00 to \$1.50, and a proportionate reduction made in the price of through tickets between Boston and all landings on Penobscot River.  
The price of rooms, accommodating two persons each, will be reduced from \$2.00 and \$1.50 to \$1.00 and \$1.00 each.  
Steamers will leave Rockland:  
For Boston, (about) 5:00 p. m. Mondays and Thursdays.  
For Bangor, via way-landings, Wednesdays and Saturdays, at (about) 6 a. m. on arrival of steamer from Boston.  
For Bar Harbor via way-landings, Wednesdays and Saturdays at (about) 6:00 a. m., or upon arrival of steamer from Boston.

From Boston, Tuesdays, and Fridays at 5:00 p. m. From Bangor, Mondays and Thursdays at 11:30 a. m.  
From Bar Harbor, Mondays and Thursdays at 9:00 a. m.

F. S. SHERMAN, Agent, Rockland.  
CALVIN AUSTIN, Gen'l Supt., Boston.  
W. M. HILL, General Manager, Boston.

Portland, Mt. Desert & Machias Stbt. Co.

Str. FRANK JONES

Will leave Rockland Wednesdays and Saturdays at 5:30 p. m., for Bar Harbor, Machiasport and intermediate landings. Returning leave Machiasport on Mondays and Thursdays at 4:00 a. m.; Rockland 4:20 p. m. for Portland. Baggage and freight rates the lowest, service the best.

GEO. F. EVANS, General Manager.

VINALHAVEN STEAMBOAT CO.

In Effect November 21, 1898, until further Notice.

Str. VINALHAVEN

ALVAN MARRON, Captain.

On above date, wind and weather permitting, will leave Swan's Island at 5:45 a. m. on Mondays, Wednesdays and Fridays, and Stonington every week day at 7 a. m., North Haven at 8 a. m., Vinalhaven at 9 a. m., arriving at Rockland about 10:15 a. m.

RETURNING, will leave Rockland every week day at 4 p. m., Vinalhaven 5:30 p. m., North Haven 6:30 p. m., arrive at Stonington 5:30 p. m. Will leave Stonington about 5:45 p. m. on Tuesdays, Thursdays and Saturdays for Swan's Island.  
Connections at Rockland with S. S. Co. train of the M. C. R. R., arriving at Portland at 5:20 p. m., and Boston at 5:30 p. m., same day.

Round Trip tickets, between Rockland and Vinalhaven, 25 cents; between Rockland and North Haven, 10 cents; between Rockland and Stonington, 10 cents.

J. R. FLYE, Gen'l Agt., Rockland.

Portland and Rockland Route.

Commencing Monday, May 2, 1898, until further notice, Steamer

MERRYONEAG.

I. E. ARCHIBALD, Master.

SAVING PORTLAND THURSDAY and SATURDAY. Portland Pier at 5:30 and 6:00 a. m. for Rockland, touching at Boothbay Harbor, New Harbor, Round Pond, Friendship, Port Clyde and Tenants' Harbor, arriving in season to connect with steamer for Boston.

Leaves Rockland MONDAY, WEDNESDAY and FRIDAY, Tillson's Wharf, at 6:30 a. m., for Portland, making way landings as above, arriving in season to connect with Boston and New York steamers same night.

Connections with steamers for Belfast, Castine, Bucksport, Bangor, Islesboro, Deer Isle, Sedgewick, Brooklin, Bluehill and Ellsworth, to Boston, Green's Landing, Swan's Island, Southwest Harbor, Northeast Harbor and Bar Harbor.  
Time table subject to change.

G. S. ATWOOD, Agent, Portland Pier.  
J. R. FLYE, Agent, Tillson's Wharf.

Vinalhaven & Rockland Steamboat Co.

WINTER ARRANGEMENT.

STONINGTON AND ROCKLAND

VIA

Vinalhaven & Hurricane Isle

Commencing TUESDAY, NOV. 1st, 1898, the Steamer

GOV. BODWELL

Will leave Stonington every week day at 7 a. m., and Vinalhaven at 8:15 a. m., for Hurricane Isle and Rockland, arriving at Rockland, Tillson's Wharf, at 1:30 p. m. for Hurricane Isle, Vinalhaven and Stonington.

Rockland, Bluehill & Ellsworth Stbt. Co.

Fall Schedule—In Effect Saturday, Oct. 22, 1898.

STEAMERS

CATHERINE,

JULIETTE

AND ROCKLAND

Steamer will leave Rockland every Wednesday and Saturday, upon arrival of steamer from Boston, for Bangor, Little Deer Isle, Sedgewick, Brooklin, Bluehill and Ellsworth, to Boston, Green's Landing, Swan's Island, Southwest Harbor, Northeast Harbor and Bar Harbor.

\*Flag Landings.  
Returning, leave Ellsworth, stage to Ferry, Monday and Tuesday, 8:30 a. m., Surry at 7:00, making above landings, arriving in Rockland in season to connect with Boston & Bangor S. S. Co.'s steamers for Boston.

Reduced Rates for passage between all landings and Boston until further notice as follows:  
Ellsworth to Boston, \$3.50; Surry to Boston, \$2.75; Sedgewick to Boston, \$2.75; Deer Isle to Boston, \$2.75; Bangorville to Boston, 2.75; Bangor Harbor to Boston, \$2.00.

G. A. CROCKETT, Manager, Rockland, Me.

Rockland and Port Clyde Stage

MES V. NORWOOD, Proprietor

Conductions made with the Boston & Bangor stage—each way. Stage made at Willy's and Tenants' Harbor.

Trunks and freight carried.

Orders in Rockland may be left at C. E. Evans, Main street.

Maine Central R. R.

In Effect Nov. 20, 1898.

PASSENGER trains leave Rockland as follows:  
8:10 A. M., for Bath, Brunswick, Lewiston, Augusta, Waterville, Bangor, Portland and Boston, arriving in Boston at 4:00 P. M.  
1:20 P. M., for Bath, Brunswick, Lewiston, Waterville, Bangor and Boston, arriving in Boston at 9:05 P. M.

TRAINS ARRIVE:  
11:00 A. M. morning train from Portland, Lewiston and Waterville.  
4:30 P. M. from Boston, Portland, Lewiston and Bangor.  
11:45 A. M. Sundays only, Woolwich and way stations.

GEO. F. EVANS, Vice Pres. & Gen'l Man.  
F. E. BOOTHBY, G. P. & T. A.

MANHATTAN STEAMSHIP CO.

On and after MONDAY, August 15th, Steamers of this line will leave Bangor (Eagle Wharf, High Street) every Monday at 9 a. m. and Rockland at 6 p. m. for New York direct.

RETURNING  
Steamers will leave Pier 1, Battery Place, New York, Mondays at 5 p. m. for Rockland, Camden, Belfast and Bangor.

With our superior facilities for handling freight in New York City and at our Eastern Terminals, together with through traffic arrangements we have with our connections, both by rail and water, to the West and South, we are in a position to handle all the business entrusted to us to the entire satisfaction of our patrons, both as regards service and charges. All competing rates promptly met.

For all particulars address:  
A. G. HUNT, Agent, Rockland, Me.  
N. L. NEWCOMB, General Manager,  
A. D. SMITH, General Freight Agent,  
5 to 11 Broadway, New York City.

Rockland Landings at Atlantic Wharf.  
New York Landing at Pier 1, Battery Place.

GEORGES VALLEY RAILROAD.

Commencing Monday, Oct. 3, 1898.

Going South—Leave Union 8:00 a. m., 1:25 p. m.; leave South Union 8:05 a. m., 1:30 p. m.; arrive Warren 8:30 a. m., 1:55 p. m.  
Leave Warren 8:30 a. m., 1:55 p. m.; leave South Union 10:45 a. m., 5:10 p. m.; arrive Union 10:50 a. m., 5:15 p. m.  
Stage Connections at Union, 10:50 a. m. for Appleton, East Union, North Union, Burkettville and Washington. 5:15 p. m. for Appleton, Seaboard, East Union and South Hope.

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GEORGES VALLEY RAILROAD.

LEE SHEPHERD, CO. F.

"Lee Shepherd, sir. Company F."  
"H'm. I thought it was something else—Lee Shepherd," Lieutenant-Colonel Bascome ruminated.

"What made you do that, papa?" Nelly asked as soon as they were out of hearing.

"What? Ask that youngster his name? I don't know, my child, exactly. I had some sort of notion that I had seen his face before. But—Lee Shepherd—I never knew anybody of the name of Shepherd—Shepherd. His face and his whole look are certainly familiar to me. But I am getting old, daughter. That's the whole of it."

The girl's trim blue serge was seen to move leisurely down the line of tents and disappear around the corner. Nelly Bascome had taken an idea into her head, and the idea was taking her for a walk. She took the turning which she thought would lead her to the quarters of Company F, and she was very nearly right in her guess.

She was looking for Lee Shepherd and was soon face to face with him.

Lee smiled at the girl with an expression of perfect understanding. She was a little surprised that he showed no surprise at her visit.

"You want to know if I know why the Lieutenant-colonel called me back just now. He doesn't know about my mother's name of Shepherd, does he?"

"No, he doesn't. Why did he call you back? Why did he ask your name?"

"Well, Miss Bascome, if you ask me, and if you promise not to spoil my plan—"

"What plan?"

"My plan is to see whether your father's memory will go on troubling him about me until he finds out. Will you promise me not to tell him until I give you leave?"

"I promise," said Nelly, delighted at being able to solve the mystery so soon.

"Well, then, here's the whole thing in a nutshell. I'm very like my grandfather. Everybody tells me that. Then, you see, this hat, I suppose, brings out the likeness. They used to wear hats like these, you know."

"Who used to?" said Nelly. "Who was your grandfather?"

"Why, my grandfather was a Johnny Reb. Both my grandfathers were. But your father is thinking about my mother's father, old General Goodlowe."

"Oh, that's it, is it? I remember now."

"Ever hear the Lieutenant-Colonel speak of the time he was a prisoner of war on parole in North Carolina?"

"Of course, I have. And Colonel Goodlowe had him there at the old place."

"That's right. And my mother used to play cribbage with him when he couldn't walk, and account of his sprained knee. Did he ever tell you that?"

Nelly shook her head, smiling. "But is your mother still living?" she asked.

"I should so much like to meet her," said Lee. "She would like to meet you."

"How do you know?"

"Well, to be quite candid about it, I've been disobeying orders from home. I came North three years ago to go into the cotton-spinning business. Then I joined the regiment, Company F. But I never wrote your father's name home until we were called out for this war. As soon as I told mother—she still lives on the old place—the Lieutenant-Colonel was, she wrote back. Here, I've got her letter in my pocket. She says, 'You are going to serve under a Yankee who was your grandfather's prisoner of war in '63. Thank God that it can be so.' Then she tells me a perfect little romance and wants me to go and introduce myself."

"Why didn't you?"

"It isn't good discipline for an enlisted man, you know."

"I think it's lovely. Come to tea to-morrow afternoon, will you?"

"How about military discipline, Miss Bascome?"

"Obey my orders," said Nelly severely. And with that she marched away.

Next afternoon the Lieutenant-Colonel's daughter remarked to her father: "Dad, I've invited only one man to tea this afternoon—an enlisted man."

"The deuce you have!"

"Just so. Private Lee Shepherd, Company F."

"That lad I spoke to yesterday?"

"The same."

And just at that moment the orderly reported Private Shepherd's company F.

"I'm here."

TELEGRAPHING IN SPAIN.

It is Generally Attended With Much Difficulty and Uncertainty.

The Spanish ceremonies which accompany the handling of a telegram would be amusing were they not so irksome and time-killing. You approach a little window in the one office in the city, and when your turn comes, hand in your message. The clerk counts the words a couple of times over, adds up the result of each page, refers to the written tariff, and finds out what the cost is in francs. Then he takes another slip of paper, finds out what the rate of exchange is at the moment, and reduces the francs to Spanish pesetas. Finally, he reads out the result—say, 597 pesetas, 35 centimes. You engrave these figures in your memory, and leaving the hall, go out to another window. In a passage outside, and there await your turn, repeating always the number 597,35 till the clerk asks you what you want. Then you explain that you are come to purchase Spanish stamps for the sum of 597 pesetas and 35 centimes, and then you take out a note for 1,000 pesetas. The passage is dark on the brightest day, and you accept the stamps and your change in spirit of true religious faith, for you see not even darkly as in a glass. When you return to the inner sanctuary and help to make a queue, awaiting your turn again, the chances are that you find yourself short of stamps, in consequence of a mistake on the part of clerk outside. This happened twice to me, but I am bound to say the individual discovered and rectified his error, so that my only loss was of about thirty-five minutes more.

What "Sing a Song of Six Pence" Means. You all know the rhyme, but have you ever heard what it really means?

The four-and-twenty blackbirds represented the twenty-four hours. The bottom of the pie is the world, while the top crust is the sky that overarches it. The opening of the pie is the day dawn, when the birds begin to sing, and surely such a sight is fit for a King.

The King, who is represented as sitting in his parlor counting out his money, is the sun, while the gold pieces that slip through his fingers, as he counts them, are the golden sunbeams.

The Queen, who sits in the dark kitchen, is the moon, and the honey with which she regales herself is the moonlight.

The industrious maid, who is in the garden at work before the King—the sun—has risen, is day-dawn, and the clothes she hangs out are the clouds. The birds who, so tragically, end the song by "nipping off her nose" is the sunset. So we have the whole day, if not in a nutshell, in a pie.

Train Stopped by Insects. A peculiar incident occurred a short time ago to a Scotch express, which really caps the story of the mouse which got into the brake apparatus of a train and soon brought it to a complete standstill.

While on a steep incline a mile or so from Inverness, the train suddenly slowed up and eventually stopped. After an examination it transpired that myriads of midges had been swarming near the ground, and being crushed by the wheels of the train, had left the rails in a very slimy condition, preventing the engine from gripping the rails, and so stopping it. Although several dows were tried, among them that of throwing earth along the line, the train was unable to proceed until it was divided into sections and drawn up the incline piecemeal. This incident caused a delay of nearly an hour.

Sherman's Ample Supply of Whisky. George A. Sherman, after one of his campaigning tours in Ohio, told a story of his experience with John Sherman. "We had been making speeches at Xenia one wet, cold night," said Sherman, "and on our way back to the hotel Senator Sherman said: 'Sheridan, I believe a little whiskey is a necessity for us to prevent contracting colds.' It is almost needless to say that I agreed with him and expressed my regret that I had none with me. 'Don't worry about that,' said the senator, 'I have an ample supply. We will go to my room and get some.' We went to Senator Sherman's room, and he produced from his closet a bottle of whiskey and a teaspoonful of water. He said to take it, as it would take it to take it. After I had taken it, he said to take it to his man who was not."



What a fool I've been not to try it before!

Remember the name when you buy again.

KNOX COUNTY.—In Court of Probate held at Rockland on the fifteenth day of November, 1898.

Oliver P. Hix, administrator on the estate of Amanda C. Hix, late of Rockland, in said county, deceased, having presented his final and final account of administration of said estate for allowance:

ORDERED, That notice thereof be given, three weeks successively, in The Courier-Gazette, printed in Rockland, in said county, that all persons interested may attend at a Probate Court to be held at Rockland, on the twentieth day of December next, and show cause, if any they have, why the account should not be allowed.

C. E. MESERVEY, Judge of Probate.  
A true copy.—Attest:  
94-98 EDWARD K. GOULD, Register.

STATE OF MAINE.

To the Honorable, the Judge of the Probate Court in and for the County of Knox.  
I respectfully represent Lottie N. Andrews of Camden, guardian of Charles O. and Sarah A. Blaisdel, of Brookline, New York, and Orren M. Andrews of Camden, in said county, as part owners of certain real estate, situated in Rockland, in said county, and described as follows, viz: A certain lot or parcel of land situated at the

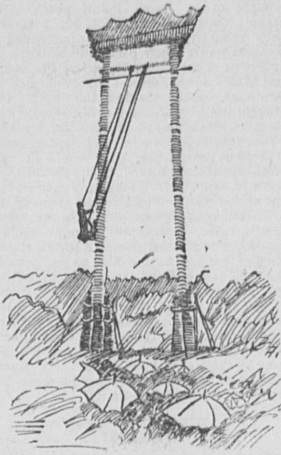


## SIAMESE SKY SWINGS.

THE WAY IN WHICH SIAMESE ENJOY THEMSELVES AFTER HARVEST.

They Play Like Children, But Their Greatest Enjoyment is the "Sky Swing" Which is About Ninety Feet High and is Swung at the Rate of a Mile a Minute.

When the harvests are gathered and the season's work is finished the Siamese become a wonderfully jolly people. They have festivals, where they play like an army of big children let out for a romp, but they enjoy the "sky swing" best of all. This festival swing is a gigantic structure over ninety feet high, and its seat is nearly fifty feet above the ground. When the crowd is all ready for the sport, there is a blare of trumpets, and two lightly dressed natives climb up the side pillars to the high cross-bar, walk nimbly out to the swing-ropes fastened nearly 100 feet above the ground, and then slide down to the frail seat of the swing. Then the fun begins. Like a couple of boys in an ordinary back yard swing the Siamese men begin to "teeter" the swing back and forth till it gets to flying at a speed of perhaps a mile a minute. The swingers work till the swing-ropes stand out at right angles to the frame;



THE SKY SWING.

then they sit, one on the other, and wait for the swing to end its pendulations. Usually there are very exciting contests to see which team of swingers can make the swing fly the highest, and it occasionally happens that a man will lose his grip and fly through the air to certain and almost instant death.

## A Famous Boy Hunter.

There is a boy in Taney County, Missouri, who has a record which perhaps few if any other hunters can match. He killed a deer with a marble. The lad was out in the woods shooting, and had exhausted his supply of shot. He had put into his muzzle-loader, a single-barrel gun of the old pattern, a charge of powder, when he discovered that his shot pouch was empty. The boy had in his pocket a marble which he used as a "law" in playing the common game. The marble exactly fitted the muzzle of his gun, and hardly thinking what might result from the experiment the young hunter dropped the "law" down on the wadding covering the powder. On his way home the boy came upon a deer, which at close range stopped and challenged his aim. The adventurous lad of good hunting stock levelled his gun, pulled the trigger and brought down the game, the marble boring a hole into the vitals of the deer.

## Marketable Autographs.

The autographs of most people are of little value unless signed to a check that is backed up by a bank account or attached to a deed or note secured by property. At a recent sale of theatrical relics, however, certain autographs sold at prices ranging from \$1 to \$20. An autograph letter written by the great English actor Edmund Kean sold for \$20, while a letter written by Frederick Lemaitre, the celebrated French actor, sold for only \$2. Autographs of John McCullough and of Steele Mackaye, the author of "Hazel Kirke," sold at prices ranging from \$1.25 to \$2.50.

## A Contradictory Pond.

There is a pond at Soldier Run mines (Pa.), located a short distance from the drift mouth. Into this pond the hot water from the air compressor is emptied, and from it a stream is arising. Yet, though the water is hot enough on the surface to generate steam, there are living fish swimming about near the bottom, which can be seen when the water is clear. The hot water naturally remains at the top, while the cold water stays at the bottom, and is kept cold by the running stream, which continually passes through the pond.

## Water Causes Fire.

Water is usually the deadly enemy of fire, but recently in Dayton, O., a fire making damage to the amount of \$10,000 was caused by water. In one of the Craig-Reynolds shops in North Dayton, a burst in a water pipe flooded the shop to a depth of ten feet. As soon as the water reached some packages of carbide of calcium the formation of acetylene gas—a very inflammable product—resulted in several explosions and a fierce blaze.

## Attachment for Mail Box.

To indicate when the postman brings mail without the necessity of his ringing the bell the cover of the mail slot is provided with a lever, which makes an electrical connection when it is pushed open by the insertion of mail in the slot.

A recently discovered spot on the sun is said to be thirty thousand miles in diameter.

## The Horrors of Rheumatism.

A woman's account of torture which lasted three years; of her struggles against the dreadful disease, and the good fortune that crowned her efforts.

Such suffering as rheumatism causes the victims upon whom it fastens itself is almost unendurable. Sufferers from the worst types of this terrible disease will supply the missing horrors in the following story from real life. Those who write under milder forms of rheumatism will be able to imagine the feelings of the tortured victim.

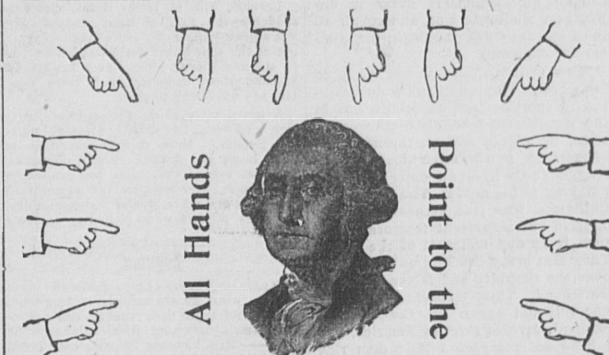
The only justification for making public such heart-rending details is the fact that the lesson taught will be helpful to others, pointing the way to renewed life and health to every sufferer from rheumatism. The story is told by a woman. Her name is Mrs. Caleb Fenly; she lives in St. Paul, Ind.

This is her account: "I am a farmer's wife. I believe my frequent exposure to the weather caused my terrible attack of rheumatism. Damp weather always aggravated it. "My limbs would begin to swell at the ankle joints. "This swelling would begin in the night, at times, I would awake in agony. "Daylight would find my limbs purple in color, swollen to twice their natural size, and so racked with pain I could not bear to touch them. "My right arm and both legs were so drawn as to be almost useless. "My skin became dry and yellow. "At times my limbs would pain as though millions of needles were pricking them. "Again they would be numb and I

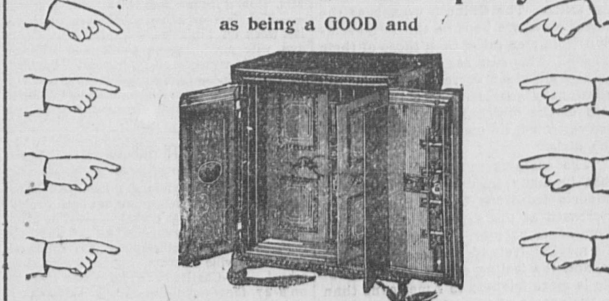
could not feel a needle thrust into my flesh. "I was confined to the house three years, unable to walk nearly half the time. "After these three slow years of agony, during which I spent probably \$2,000 for treatment and tried a dozen doctors, I gave up hope of any release from pain, but death. "I was cured, completely cured, by Dr. Williams' Pink Pills for Pale People. They alone caused my recovery. "The first dose gave me appetite. "After the second dose I slept soundly, the first time within a year. "I sent for a dozen boxes. By the time I had taken the contents of eleven boxes I felt entirely well. "The doctor said I was cured. He was greatly impressed, and since then he has prescribed Dr. Williams' Pink Pills for Pale People for many of his patients."

Mrs. Fenly, together with her husband, made affidavit to the exact truth of the foregoing account before Notary P. N. Thomas. The cure of the severest cases of rheumatism by Dr. Williams' Pink Pills for Pale People has occurred in every state in the Union, and its power in ordinary cases is proportionately greater.

These marvelous vegetable pills go directly to the seat of the trouble. They build up a new cellular structure in the diseased parts by eliminating poisonous elements and renewing health-giving chemical forces in the blood. They are for sale by druggists everywhere; for 50 cents a single box or \$2.50 for half a dozen.



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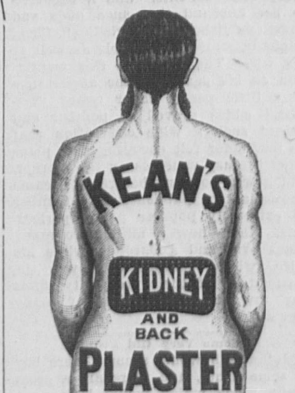
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## GLADSTONE'S READY WIT.

A Few Instances in Which He Downed the Opposition.

Mr. Gladstone was once the victim of a reporter's curious error, either in reporting or telegraphing, which was that where in a celebrated speech he declared, "We have burned our boats and destroyed our bridges," he must have been horrified to read, "We have burned our boats and destroyed our breeches." The noted phrase "Time is on our side" was rendered in one report as "Tim is on our side."

"We are very proud of our trees," said Mr. Gladstone once to a party of excursionists from Lancashire, "and are therefore getting anxious, as the beech has already shown symptoms of decay. We set great store by our trees." "Why, then," roared a Lancashire lad, "do you cut 'em down as you do?" "We cut them down as we may improve. We remove rottenness that we may restore health by letting in air and light. As a good Liberal, you ought to understand that," Lancashire set up a roar of delight, and the discomfited interrogator came in for many a leer from his companions.

Mr. Gladstone dearly loved a joke, even at his own expense, and he possessed considerable mimetic powers. He was once guilty of an amusing blunder in a debate on the question of disestablishment. Dilating on the hold held on the affections of the people by the Church of England, he said: "When an Englishman wants to get married, to whom does he go? To the parish priest. When he wants his child baptized, to whom does he go? To the parish priest. When he wants to get buried, to whom does he go?" The House answered with a roar of laughter, in which Mr. Gladstone himself joined, adding, "As I was contrasting the English Church with the Irish, a bull is perhaps excusable."

On one occasion two gentlemen, invited as guests at a table where Mr. Gladstone was expected, made a wager that they would start a conversation on a subject about which even Mr. Gladstone would know nothing. To accomplish this end they read up an ancient magazine article on some unfamiliar subject connected with Chinese manufactures. When the favorable opportunity came the topic was started, and the two conspirators watched with amusement the growing interest in the subject which Mr. Gladstone's face betrayed. Finally he joined in the conversation, and their amusement was turned into gnashing of teeth—to speak figuratively—when Mr. Gladstone said, "Ah, gentlemen, I perceive you have been reading an article I wrote in the Magazine some thirty or forty years ago."

Novel Philanthropy.  
Toronto is the scene of a novel form of philanthropy. It is the care of the teeth of children whose parents are too poor to employ a dentist. A local physician conceived the idea and sought the aid of the churches. He was ready to bear the financial burden alone, but he desired the church people to assist him in finding objects for his charity. His notion was ridiculed, but he persisted in it without assistance, expended much money in fitting up his dispensary and in employing assistants, and last year he cared for the teeth of nearly two thousand children. He seeks no aid from any quarter, but finds it necessary occasionally to appeal to the citizens to furnish him with the names of people who cannot afford to spend money on their children's teeth.

An Accommodating Master.  
During the great strike a few years ago among the employees of the North British railway much difficulty was experienced in finding qualified engine drivers. Upon one occasion a young fellow was put upon a section in Fife. One day he ran some distance past a station, and upon putting back he went as far the other way. The station master, seeing him preparing for another attempt, to the great amusement of the passengers on the platform, shouted: "Just bide whaur ye are, Tummas. We'll shift the station!"

A Stone That Grows.  
A West Gouldsboro' (Me.) man tells a queer story about a stone that grows. It is an egg-shaped, flinty looking rock, which he picked up in a cave near his home over thirty years ago. Then it weighed about twelve pounds, and from its odd shape was kept in the house and on the doorstep as a curiosity. As the years passed the stone increased in size. Six years ago it weighed forty pounds. The owner swears it is the same stone, and tells a likely story, with numerous witnesses to back him up.

Wealth From the Emperor.  
The German Emperor, who is Honorary Colonel of the First Royal Dragoons sent a costly wreath to the regiment in memory of the Battle of Waterloo. The wreath consisted of laurel leaves, blossoms and berries, with a scarlet gold-fringed ribbon—the colors of the regiment—and is to adorn the top of the regiment's standard. One end of the ribbon bore the Emperor's monogram surmounted by the imperial crown in gold; the other the words, "Waterloo, June 18, 1815."

An Assistance.  
"I'm afraid," said the Spanish officer as he saw shell after shell fall short and drop in the ocean, "that we haven't accomplished anything by all this shooting."

"Oh, yes, we have," replied his superior encouragingly. "Every little helps. We have made the ship lighter so that we can run faster."



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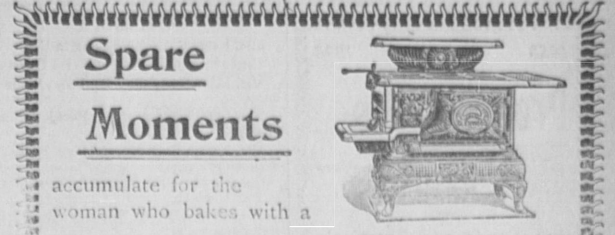
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**GOOD COOKERY**

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**GOOD COOKERY,**  
Dorchester, Mass.

**HINTS ON CAKE MAKING.**  
By Louis Role.

In these articles we have considered practically all the essentials of a dinner except the cake, ice cream and other ices that the fair sex so dote upon. Ice cream is certainly a pleasing addition to a dinner and in these days, when everyone can own a freezer at so small an expense, it has ceased to be a luxury that cannot be afforded upon the average table. If you like to live well, buy a freezer, and a little elbow grease, furnished by the man of the house, will do the rest—after you have prepared the ingredients.

But if you have ice cream, you must have cake, and if it will not be too presumptuous for a man to discourse on cake making, I desire to give you some suggestions that will repay you for the reading. Cake making is an art, and good results can only be obtained by following certain conditions. The first essential is a good oven with a fire that will furnish a steady heat. While some cake requires a quicker oven than others, all demand a steady oven. Be sure then to attend to your fire, get the oven just as you want it, so you will not have to put on coal when the cake is baking. An oven too hot burns the top of the cake, one not hot and quick enough makes the cake soggy.

One word about preparing your cake tins. Grease them with fresh lard (for cake made with butter—with butter if for sponge cake) dredge over a little flour. Place whites in the bowl, beat to a foam (you can hardly overdo this). Then beat yolks as thoroughly as the whites, and pour together.

I have been very explicit in pointing out the above rules, for upon them your success in cake making lies. When the cake is done remove from the oven and turn upside down on clean white paper on the shelf, cake box or a clean board which is a trifle at least larger than the cake. As a precaution it is well to run a knife around the cake before turning out, so as to be sure it comes out intact.

Of recipes for cake there are legion, but I wish especially to commend those which follow this number of Good Cookery as worthy of a trial. They are all tried recipes, not expensive and cannot fail to please.

I will, however, venture to suggest my method of making chocolate frosting. Beat the whites of two eggs to a froth, add one and one-half cups powdered sugar and five tablespoonsful of scraped, unsweetened chocolate and a few drops extract of vanilla. As soon as you turn your loaf out of the tin put on the frosting with a silver knife (having a dipper of hot water in which to heat the knife), smooth and smooth the frosting till the chocolate is all melted and frosting well distributed on both top and sides. Then put at once into the cake box.

**FIG CAKE.**  
One-half cup of butter, one cup of sugar, four eggs (whites only), one teaspoonful of cream of tartar, dissolved in the milk. Filling: One-half the figs in halves and steam a and figs one-half hour, chop fine. Beat the white to a stiff froth, add two-thirds of a cup of sugar and one teaspoonful of vanilla. Mix with the figs and spread between the layers of the cake.

**COFFEE COOKIES.**  
One cup sugar, one cup molasses, one cup butter, one egg, one-half cup strong coffee, one teaspoonful of soda, one teaspoonful ginger, flour to mix.

**PLAIN PUDDING.**  
One quart of milk, one cup of crumbs, three eggs, well beaten, one cup of sugar, cinnamon and salt. Bake slowly until the custard is set.

**RIBBON CAKE.**  
Two cups of sugar, three eggs, two-thirds of a cup of butter, one cup of sweet milk, three cups of flour, one teaspoonful of soda dissolved in the milk, add a little salt and flavor with lemon or almond. Put half the above in two oblong pans; to the remainder add one tablespoonful of molasses, one large cup of raisins stoned and chopped, a quarter of a pound of citron sliced thin, one teaspoonful of cassia, half a teaspoonful each of clove and allspice, grate in a little nutmeg and add a spoonful of flour. Put into two pans the same size and shape as those above. Put the sheets together while warm; alternate, with a little jelly or raspberry jam between. Cut in thin slices for the table. It will cut most easily the day after it is baked. It may be baked in one large pan without the fruit, pouring in the dark and light in alternate layers. When baked thus it is a handsome marble cake.

**CREAM PUFFS.**  
One-half cup of butter melted in one cup of hot water; put in a small tin pan on the stove to boil; while boiling stir in one cup of flour; take off, and let cool; when cold stir in three eggs, one after the other, without beating. Drop on buttered tins, and bake in a hot oven twenty to thirty minutes.

**DELICIOUS CAKE.**  
Two cups of white sugar, one cup of butter, one cup of sweet milk, three eggs, half teaspoonful of soda, one teaspoonful of cream of tartar, three cups of flour; beat butter and sugar together, add the yolks of the eggs, then the whites beaten to a froth, dissolve the soda in milk, rub the cream of tartar in flour and add last.

**DRIED APPLE CAKE.**  
Soak two cups of dried apples over night. In the morning drain and chop about as fine as raisins, boil until tender in two cups of molasses; take two eggs, one cup butter, one-half cup sugar, one cup sour milk, one teaspoonful of soda, one-half teaspoonful of clove and cassia, four cups of flour, add apples and molasses last.

**PLAIN DARK CAKE.**  
One and one-half cups sugar, two tablespoonsful molasses, one cup butter, one-half cup sour milk, one teaspoonful of soda, two eggs, two and one-half cups of flour, a little of all kinds of spice, currants and raisins.

**DOLLY VARDEN CAKE.**  
Cream one teaspoonful of powdered sugar and half a teaspoonful of butter, add the whites of three eggs, mix in two cups of flour and half a teaspoonful of milk. Flavor with lemon. Make a frosting of the yolks of the eggs and one teaspoonful of sugar.

**COCONUT COOKIES.**  
One and one-half cups of sugar, three-quarters of a cup butter, two eggs, one cup of grated coconut, one-half cup of milk, one teaspoonful of baking powder. Cut out and sprinkle with sugar. Then bake.

**RAISED CAKE.**  
Three cups light dough, three eggs, two heaping cups sugar, one cup butter, one cup chopped raisins; put in a dish together, and work with the hands until well mixed, then pipe to suit taste. Put into pans and bake immediately.

**GOLD CAKE.**  
One cup sugar, one-half cup butter, one-half cup sweet milk, yolks of five eggs, one-half teaspoonful of soda, one teaspoonful cream tartar, and two cups not quite full of flour. Flavor to taste.

**FROSTING.**  
Whites of two eggs beaten to a froth, add gradually a cup of powdered sugar, and a tablespoonful of cream. Put in a dish ter frosting a cake, set in the oven to harden.

**A TIDY COMBINATION.**  
A cheering and substantial repast for these autumn days in found in a bowl of milk, baked sweet apples and shredded whole wheat biscuit. Especially is this a desirable lunch for school children. The Vital Question, 4th Ed., not only guides the mother to a selection of material that shall meet all her child's bodily needs, but it gives the recipes for over 250 combinations of the same, and then shows by illustration in natural colors how these dishes should look when rightly prepared. This edition also contains the "Our Navy" Supplement, and other valuable matter which everyone should read. This book will be mailed free to any address mentioning this paper.

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## THOMASTON

Mrs. J. E. Walker is visiting in Brooklyn. Sch. C. S. Glidden towed to sea Thursday. Florence Williams has returned to Hebron.

Miss Irene Averill is visiting friends in Portland. Miss Fannie Bickmore of Port Clyde was in town Thursday.

Miss Belle Shibles has gone to Boston to spend the winter.

George Mero has resumed his business at the steam laundry.

Miss Marjha McPhail returns to Farmington Monday morning.

Miss Stonie Tucker left Thursday morning for a few weeks visit in Boston.

Charles Combs is about town again after being confined to the house by illness.

Mrs. Samuel Watts of Tenants Harbor spent Wednesday and Thursday in town.

The ladies circle of the Baptist church met in the circle parlors Wednesday afternoon.

A service will be held at the Episcopal church next Sunday afternoon at 3 o'clock.

The sch. James Young, Capt. L. W. Thordike, for whom some anxiety was felt is in Portland.

Miss Florence Moore of Portland, who has been visiting at Capt. O. D. Averill's returned home Thursday.

Milton Lawry, who has been acting as station agent in Lisbon, has finished work and returned home.

Mrs. N. E. Percy of Phippsburg is in town and will spend the winter with her daughter, Mrs. J. E. Walker.

Miss Geneva Copeland left Thursday night for Boston to visit relatives; while there she will give her time to voice culture.

T. S. Vose, who has a wide reputation as a market gardener, has manufactured forty-two barrels of sauerkraut (we spell it according to good Dutch authority) from cabbages of his own raising. Mr. Vose produces a very toothsome article, as your correspondent can attest.

The attention of the public is called to the catalogue of books of the public library printed in the Thomaston Herald. No one will be allowed to go to the shelves to make a selection; the choice of books must be from the catalogue as printed. It is of importance that you retain this list as they are issued week by week.

Capt. Hollis Harrington, whose vessel, the Cord Dunn, was recently wrecked in Cuban waters, has reached his home here. The accident occurred while the vessel was standing in for a pilot. The chart the captain was using showed plenty of water where in fact there were only fifteen feet. The wreckage of the vessel is being brought on by a bath vessel.

A large delegation from Knox Lodge attended the session of Knox District Lodge in Rockland Wednesday. Owing to the weather which looked so threatening all day, the session was not so largely attended as usual, but those who had courage enough to venture felt fairly repaid. Hamilton Lodge is to be congratulated for the fine entertainment which it furnished. A special session of the District Lodge will be held at Appleton in December.

## BUNKER HILL

Wm. Weeks is in very poor health. Herbert Moody spent last week at home. J. A. Flagg was here on business Saturday. Frank Weeks, Alphonsa Chase and A. M. Hodgkins are at home for the winter.

Mr. Emerson of Heron Island, Boothbay, will spend the winter at A. W. Partridge's.

D. W. Alexander of Richmond and Gilman Moody of Newcastle were here Friday buying furs.

## RUBBER TALK

And we are not stretching the truth. A few prices for your consideration.

Men's Rubbers, 43c  
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Coasting Rubbers, 95c  
Snag Proof Storm King, \$4.50  
Snag Short Boot, 3.50  
Felts and Rubbers, 1.49

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## VINALHAVEN

Mrs. Irville E. Luce is visiting in Union. Lester Brown is visiting at North Haven. Mrs. D. McRae visited Rockland Wednesday.

Mrs. Everett Fossett visited Rockland Wednesday.

Mrs. Lomon Gray returned from Rockland Wednesday.

Mr. and Mrs. F. S. Walls have been in Augusta this week.

Mr. and Mrs. W. V. Fossett visited Stonington this week.

The lumber for the addition to the Winslow studio has arrived.

A. C. Paine of Camden was in town on business Wednesday.

Mrs. A. C. Manson is visiting relatives in Rockland this week.

Misses Albra and Dora Vinal visited Rockland last Wednesday.

Miss Alice Hopkins is visiting at F. H. Smith's at North Haven.

Andrew Kent, who has been visiting in town, has returned to North Haven.

Mrs. John Wilson left Wednesday for Augusta where she will spend the winter.

Misses Dora and Albra Vinal visited friends at Rockland Wednesday and Thursday.

Miss Sadie Coyle left here Thursday for New York for a three weeks' visit with friends.

Mrs. H. W. Fifield and Miss Flora Vinal were the guests of Mrs. S. Webb of Rockland Thursday.

Mrs. A. C. Manson was the guest of her sister, Mrs. William Farrow, of Rockland Wednesday.

J. E. Tolman has been commissioned as special district deputy for the Knights of Pythias lodge here.

Mr. and Mrs. H. P. Tolman went to Rockland Tuesday. They will spend the winter at the Highlands.

The report is being circulated that the district school will begin next Monday, while the schools in town will not commence until January.

The regular Memorial Circle supper was held Thursday evening. There were about 60 present and all report a fine time with plenty to eat.

Sch. Harvester, Capt. Elisha Roberts, arrived here Tuesday from Boston, having weathered the gale of Sunday in Portland harbor.

The next meeting of the W. I. N. club will be held at the home of Miss Flora Vinal. At the last meeting Mrs. H. W. Fifield presided as hostess.

The following young ladies will soon leave for Farmington to attend the next term of normal school: Misses Laura Sanborn, Charles Newman, Lucy Reynolds and Carrie Bradstreet.

J. H. Sanborn is steadily preparing for a barn to be built on the land adjoining his premises which he purchased some time ago. The foundation is being laid and the cistern is now completed.

Capt. Claytor's schooner Lizzie Lee is held Thursday morning at North Haven. She is loaded with rough stone from J. P. Ambrust's and J. S. Black's quarry, having sailed from here Nov. 24.

Hermione Assembly, No. 29, K. P., initiated one candidate at their regular meeting Thursday evening. They contemplated purchasing a piano and J. Francis McNeil has offered to place one in their hall on trial.

Mr. and Mrs. Edward F. Russell have been entertaining as guests the past week Mr. and Mrs. Frank McKay of Boston. Mr. McKay (nee Elizabeth McCullough) is a sister of Mrs. Russell, and having formerly visited in town has many friends and acquaintances here.

The following is a list of the young men who have signed a three month's contract as sailors on the transport Mohawk which sails about the first of December for Porto Rico, together with others who have sent in applications, Clarence Green, Archie Miller, Oscar Larkin, Dave Amoro, Pearl Dyer, Bert Roberts, Ernest Smith, Will Lane, Ernest Talbot, Clifton Combs, Arthur Mills and Mont Shirluck.

The pupils of the high school assisted by Miss Pratt gave a reception last Saturday evening, in honor of the principal, Edward T. Ridley. The reception was held in the school room which had been made to look very pleasant and attractive with floral decorations. The entertainment consisted of a short musical program and literary games. Mr. Ridley has made friends with all of those under his charge, and with respect from all during his stay in town and it is to be regretted that he will not return.

The installation of Moses Webster Lodge, F. & M., occurred last Tuesday evening when a very pleasant and social time was enjoyed by all privileged to be present. F. A. Peterson, D. D. G. M., of Rockland acted as installing officer, assisted by A. A. Beaton of Rockland, grand marshal, and received much praise for the very satisfactory manner in which the work was performed. The program was as follows:

Installation of W. M. Song, "In the Chimney Corner,"

Installation of S. W. Miss Linda A. Jones

Installation of J. W. The Water Boy,"

Recitation, "Apples Pinkie," Miss Evelyn E. Manen

Installation of remaining officers.

Song, "A Dream," Miss Alice Gurney Lane

Address of the installing officer.

Proclamation by the grand marshal.

The officers installed for the coming year are: J. W. Fifield, W. H. W. Fifield, S. J. F. Roberts, J. W. E. Roberts, treasurer;

W. S. Carver, secretary; J. R. Merritt, chaplain; A. P. Green, M. F. H. Wharf, S. D. O. Smith, J. D. J. P. Turner, S. S. A. L. Pierce, J. S. Previous to the program was a supper served at 6 o'clock which consisted of cold meats, bread, salad, cakes, pies, tea, coffee and fruit.

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## TIRED EYES

HINTS FOR EYE WORKERS

When your eyes water, when they burn, when they ache, when they strain—then it is they need a rest. You close the lids down over them but that doesn't seem to rest them. They feel big, they feel red. Well, what's the best thing to do? The best thing to do, is to consult with the optician at once. There are some dangers. May be you have been abusing your eyes. May be there is some change in the structure of the eyeball or one of its numerous coats—for an eye is made of layers more numerous than those of an onion—may be you need glasses for your eyes.

There are eyeglasses made for temporary wear, called "rest glasses." If you get off with those you are comparatively lucky. There are other glasses for reading, and others for seeing distant objects. Optical science up to date, is practiced by the undersigned, aided by all the most improved instruments for detecting errors of eyesight. There is no charge for consultation, and only a reasonable charge for eyeglasses, whenever they are required.

The Watchmaker and Optician.

BURCESS, Camden.

CAMDEN

The little child of Mr. and Mrs. Harry Daly is quite ill.

The public schools closed yesterday for a three weeks' vacation.

John Shea has returned to Salem, Mass., after a brief visit in town.

Wallace Kellar of Portland has been the guest at Capt. French's on Sea Street.

John Leach, book keeper at the Camden Woolen Co., has returned from a visit to Castine.

Work has begun for laying the new soldiers' monument at the junction of Main, Mountain and High streets.

Most of the college boys and girls who came home to dine Thanksgiving have returned to their respective institutions.

The Camden patrons of Huston's book store, Rockland, are requested to take notice the "Christmas Bookshelf" is ready for delivery.

Harold Lane, who has been the guest of his uncle, J. H. Montgomery and family, has returned to Castine to pursue his studies at the normal school.

Miss Louise Stetson rendered a pleasing solo at the musical association meeting last Monday evening. The association is rehearsing for public rehearsal.

Columbus Russell visited his house on Mt. Barry last Monday after the storm and to his surprise found everything intact, not even one of the ten guys which hold the observatory had started. This is quite a remarkable occurrence considering the altitude of the mountain and the exposed condition of the buildings. Mr. Russell thinks that if his buildings stood the fierce gale of last Sunday that they will stand almost anything.

LIBERTY

EAST LIBERTY.—Miss Curtis of China is visiting Mrs. Woodbury Harriman.

Sidney Harriman visited friends in Palermo Sunday.—Mrs. Ada Newhall and son Volney and Miss Grace Newhall will start for Harvard, Mass., Monday, where they will spend the winter.—Rev. Geo. Lincoln has been holding a series of meetings at the school house.

School in this district will begin Monday under the instruction of Ernest Davis, who, with his sister Rosa, have recently returned home from Kent's Hill.

Sewell Colby, who has been confined to his bed by illness for several weeks, is a very little better.—R. E. Howes recently sold a fine yoke of steers to John Prescott.—C. M. Howes and wife and A. V. Martin and wife attended County Grange at Liberty, Tuesday.

LIBERTYVILLE.—School commenced in the Bradstreet schoolhouse Nov. 21, taught by Miss Ida Leeman. This is the third term of school she has taught in this district. Miss Leeman is a faithful and earnest worker in educating the young children under her care.

F. S. Emerson is cooperating for C. L. Stickle.—Mrs. Usher Turner visited her mother, Mrs. Hannah Parson, one day recently.—Miss Lelia Davis is visiting friends in Washington.—Miss Mabel Davis is spending a few days with her mother, Ida Vose, at Waterville one day last week.—Miss Minnie Emerson has gone to Waterville to visit relatives.—Miss Ida Leeman spent Saturday and Sunday with her cousin, Mrs. Sumner Leeman, in Palermo.—A. L. Howes is chopping cord wood for L. D. Brown.

MONTVILLE

POLAND'S MILLS.—Will Thompson and Frank Penney have been off buying sheep the past week.—C. A. Hall has moved his carriage house.—Mrs. Alice Stewart has moved to McFarland Corner.

Dan Plummer is teaching in the Vose District and Mr. Carey at Haldade.—J. H. Vose, wife and daughter Susie of Poverty Hill visited his brother, Wm. Vose, Friday.

Chas. Colby is stopping with her cousin, Ida Vose, at Knox for a few days.—E. G. Vose and wife of Poverty Hill and J. B. Bartlett and wife of Smithton were the guests of Geo. Choate and wife Thanksgiving.—Martin Whitten is putting a cow-barn on his barn.

Daniel Boone was the guest of G. Thompson recently.—W. A. Hall has been busy making calls in town the past week.—F. M. Poland has returned home.—Mrs. Ruth Getchell is stopping with Frank Sanford and wife.—D. B. Plummer was the guest of Charles Vose Thanksgiving.

Our butcher, W. A. Hall, has begun his fall's work slaughtering hogs.—Nate Vose built a shed the past week, Wayland Hall doing the carpenter work.

ST. GEORGE

WHEELER'S BAY.—The concert held Monday evening was quite a success. Ellis Mader read the scriptures and made a very appropriate prayer. Pieces were spoken by the children as follows: "Gentle Jesus," Wm. Bend; "My little boy made by God," Maggie Mader; "Loving Jesus," Sanford Mader; "Friends of Jesus," Ethel Wiley. A dialogue was given with perfect success by Mrs. Bend, Joseph Bend and Mrs. Elsie Kinney. The most pleasant feature of the occasion was the singing by a select choir composed of the following singers: Mrs. Bend, Miss Mather, Miss Richards, Miss Monaghan presided at the organ. At the close a collection was taken for the benefit of the Sabbath school. The last of the program was the rendition of "I'll be a true soldier" played and sung by Mrs. Bend.

WALDOBORO

EAST WALDOBORO.—Harvey Cline returned to St. George Tuesday.—E. E. Rever purchased a horse in Boston last week.—Mrs. Alvin Studley visited her parents, Mr. and Mrs. B. E. Overlook, Tuesday.—Harry Bowers has gone to Bristol.—Mr. Barrows and wife returned from the guests of W. E. Lermond and wife Monday.—Judson Fish of Camden was at Nelson Fish's recently.—Mrs. C. M. Newbert and son Harold returned to Warren Tuesday.—Mrs. E. E. Rever returned from Thomaston Tuesday where she has been spending a few days with her sister, Mrs. Chas. Brackett.—Mrs. Elizabeth Mank of No. Waldoboro has been the guest of her sister, Mrs. Jackson Russell this week.

MONHEGAN

A perfect snow blizzard raged here Sunday all day, the worst ever known, doing considerable damage. A number of the small boats dragged their moorings and mack packed the gale. The United States cutter, the Effort dragged her mooring out of the harbor and letting go the anchors, overruled her from going to sea. Two small wharves were destroyed by ice seas. Besides a large amount of other damage was done around the shore. Many trees that have stood for half a century were broken down or torn up by the roots. Many of the garden fences were blown down and boards torn from the building. One small boat sank at her mooring but will be raised as soon as the weather permits.—Rev. W. E. Brewster of Rockland arrived on the mail packet Saturday and will hold meetings during the coming week.

SOUTH THOMASTON

George Green returned to Redstone, N. H., Monday.

Charles Sleeper went to Boston, Tuesday morning.

Mrs. Sidney Hurd, who has been sick ill, is some better.

Miss Annie Williams gave a party to her friends Saturday evening.

Mrs. Theresa Caldwell entertained friends at her home Saturday evening.

Miss Ella Dow visited Mr. and Mrs. Edward Williams of Georges River, recently.

Mrs. and Mrs. Elisha Caldwell were here visiting their daughter, Mrs. Willis Witherpoon, on North Haven.

Digging for Fish

The natives of Kottiar are in the habit of digging every year in the summer dry banks of the Vergel river for fish, which they sell out by hundreds.

The mud lumps are broken open and the fish, perhaps eight or ten inches long, will always be found alive and often frisky as if just removed from its supposedly native element—the water.

Some Very Old Fish.

Methuselah would seem a mere boy to some fishes, and there are a great many kinds which would look upon human centenarians as infants. Carp are known to live to be 200 years old. In the Washington Aquarium there are small gold fish, placed there when Queen Victoria was crowned, and they have not yet grown to full gold size.

A Russian pike was caught a few years ago with a gold band about its tail bearing the date 1546.

Oil Heating Stoves

No smoke, no ashes, no dirt, but plenty of heat.

We have other old preventatives in Roofing Paper.

Stop up the cracks and keep out the cold air. We also have Ash Cans if you use wood or coal stove or furnace. Keeps every thing looking clean.

Galvanized Pails,

Snow Shovels,

Wood Saws,

Axes,

And other cold weather goods.

Come and see us, we will treat you well. Our trade is constantly increasing because we give the poor just what they want and make our prices consistent with the times.

The Sea St. Hardware Store

F. I. LAMSON, Prop.,

SEA STREET, ROCKLAND

Telephone Connection by both companies.

## USE OF BICYCLES IN CHINA.

Much Used by Foreigners in the Cities on the Coast.

Consul General Goodnow at Shanghai reports that the trade in bicycles in China increased very rapidly during the past season and gives promise of even more rapid expansion during the season now opening. Prior to 1897 very few bicycles were in use on the Chinese coast, while now, in all ports where cycling is possible, the habit is becoming almost universal among foreigners.

"Society here," says the consul general, "is dominated by the English, who claim that no man or woman can hope to endure this climate unless they devote considerable part of each and every day, rain or shine, to outdoor exercise and sports. Horseback riding has been universal among those who can afford that luxury; others take long walks daily. The bicycle appeals to all—rich, middle class and poor—and all classes are using it. The city of Shanghai is perfectly flat, and some of the roads in and immediately around the settlements are good. Each nationality has generally bought wheels made in their own home country, and at first the English wheel, with brake, mud guard and heavy tubing, predominated. I believe that now the more graceful and lighter American wheels have the larger sale.

"No wheels are made in China, nor do I believe they can be made here. No wheels are brought in on a less rate of duty than those from the United States. There are no native roads, as we understand that term. There are narrow paths for the pedestrian or the horseman, but generally not wide enough for vehicles; dusty in dry weather, muddy in wet, and rough all the time, they are practically impossible for wheeling.

"Few Chinese have as yet taken to the wheel. Their clothing is not adapted to exercise, and especially not to the wheel. No man above the coolie class, in middle and northern China, appears in public otherwise than in long clothes—I, e., an outer petticoat reaching to his ankles. The few young Chinamen who ride here either leave off this outer garment temporarily or turn it up and fasten it at the waist. They also bring the long queue of hair over the shoulder and fasten it at the waistband. Their trousers are as long and full and baggy as the average woman's divided skirt in America, and I have not yet seen a Chinaman ride without a chain guard to keep the trousers from catching and tearing. No Chinese women ride. I have seen it stated in American and English papers that it is now common in Shanghai for Chinese ladies to ride in the streets. Nothing can be farther from the truth. The Chinese women of the better class are kept in absolute seclusion from men other than those of their family. This rule has not been broken in the slightest degree. Even in the missionary schools, where the daughters of the merchants and mandarins are educated, no man is allowed to see the girls.

"The customs report of 1897 shows that in many important products the imports from the United States have increased at the expense of imports from other nations. We are nearer to the market, freights are less accordingly, and the feeling of the Chinese people is more friendly to Americans than to the people of any other nation. Now is the time to push our trade on this coast. I do not believe that any other method will give better or more permanent results than an exposition of United States products at Shanghai."

An Accidental Success.

Once upon a time, so runs the story, there was a man in London who had ventured upon various publishing schemes with but poor success, and was beginning to despair of ever making a fortune when, by chance, he bought himself a huge scrapbook which his wife had compiled of various literary odds and ends that had enchanted her fancy. She called her scrapbook "Tilt-Bits," and it occurred to her husband that such odds and ends, published in periodical form, might interest other people as well as his wife. The result of this meditation on his part was the appearance of a little penny paper called "Tilt-Bits," which proved so popular and gained such a wide circulation that its proprietor felt encouraged to place other literary ventures on the market, and it was not long before he became known as the publisher of a number of extremely popular penny periodicals. He is now a millionaire many times over and a baronet, while his wife, whose scrapbook proved the cornerstone of his prosperity, finds her reward in the title of Lady Newnes.

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## Like slaves

too many women are bound to old ways of clothes-washing.

FELS-NAPTHA soap

---a new method--- shows the way out of

hot water.

GROCERS SELL IT FELS & CO. Philadelphia

ROCKPORT

W. O. York has returned to Bath.

Frederick Hanson and Eben York are among the sick ones.

C. C. Colburn has taken the east corner in the postoffice for watch repairing.

Andrew Thorndike of Boston is visiting his parents, Mr. and Mrs. Robert Thorndike.

H. B. Starrett of Warren was in town this week in the interests of the Maine State Register.

F. C. Ames of Stoneham, Mass., and a member of the 6th Mass. Regt., is the guest of Mrs. W. L. Richards.

Mr. and Mrs. S. B. Cole and Lee Parre have returned to Gloucester after a visit with Mr. and Mrs. George McFarland.



## SOCIAL AND PERSONAL

C. E. Daniels has been in Boston the past week on business.

Mrs. Ellen Davis has returned from a visit in Hampton, N. H.

T. Raymond Pierce returned Monday night from a trip to Boston.

Mrs. Margaret Hall has returned to Boston after a visit in this city.

The Di Lasso Club met Tuesday evening with Miss Lillian Baker for rehearsal.

Russell G. Tilden, formerly of this city, was in town Monday night on his way to Boston.

Mrs. Elmer E. Ripley of Appleton is spending the week with Judge C. E. Meers and wife.

Mrs. Chas. Jones and daughter Helen have returned to Bangor after a visit with Rockland relatives.

Miss D. Hoar has resumed the management of the Postal Telegraph office after a visit to her home in Lewiston.

Hon. O. G. Hall of Augusta has been in the city this week, guest of his son O. L. Hall. He returns home Saturday.

Miss Nina Williamson and Miss Alice Sprague are to give a private masque dance in Crockett Block next Friday evening.

Mrs. A. S. Rice is in Hallowell this week, attending a family reunion in celebration of the 92nd birthday of her father, Judge H. K. Baker.

Mrs. V. A. Leach and Miss Sara M. Hall are at Southwest Harbor, where Miss Hall took part, Thursday evening, in a concert, a part of the harvest festival celebrated each year at that place.

Mr. and Mrs. Vernon G. Wasgatt and children of Bar Harbor, who have been guests at Dr. R. G. Wasgatt's, have returned home. Mr. Wasgatt is cashier of the Bar Harbor Banking & Trust Co.

Dr. Myrtle Collins, who graduated last year at Boston and went to Elkhart, Ind., to practice medicine, has been remarkably successful in her profession. She has just been offered and has accepted the position of house physician of a fine homeopathic hospital, erected by a wealthy lady of that city. Dr. Collins retains besides an office for her private practice, which has grown very large.

## MATTERS ABOUT BOSTON

Things Noted by Our Special Correspondent for Knox County Readers

Boston, Dec. 1, 1898.

One of the names on the aldermanic ticket nominated at the Republican municipal convention last week, is familiar to Rockland people. It is that of Charles L. Albee, who was born on Monhegan thirty-four years ago.

He received his education there and at Rockland, coming to Boston in 1850. In 1853 he entered the employ of the New England Western Electric Company and has been with them and their successors ever since.

For the past ten years he has been superintendent of the East Boston Division. He served Ward 1 in the Common Council of 1878-79.

Mr. Albee is a member of Mount Tabor Lodge of Masons, St. John Chapter, Wm. Parkman Commandery and Zenith Lodge of Odd Fellows.

Ex-mayor Edwin U. Curtis and Mrs. Curtis of this city are receiving the congratulations of their many friends on the birth of a daughter, which happy event took place Tuesday, Nov. 22.

For once the ex-mayor was reminiscence in his political days as he was to have presided at the Republican aldermanic convention which took place on that date, but his home duties demanded his attention.

Mrs. Curtis was formerly Miss Maud Waterman of Thomaston and her friends in that place will be pleased to learn that both Mrs. Curtis and the baby are doing nicely.

Capt. Charles Deering, of the steamer Portland who died at his home in East Boston last week, was a veteran steamboat man, having been in the eastern service forty or more years. He commanded the Lewiston between Portland and Machias, and later the City of Richmond. Still later he managed an independent line between Boston and Machias. His age was about seventy.

Mr. and Mrs. Fred E. Drew of Winthrop spent the holiday with friends at North Rockfield.

Miss Emily Creighton of Thomaston is visiting friends in Boston and vicinity.

E. E. Dunbar of this city spent Thanksgiving Day in Rockland.

E. P. Washburn of Thomaston was in town for a few days last week.

Mr. and Mrs. C. H. Washburn of Thomaston spent a few days in this city last week.

Mrs. Mary Pease of Vinal Haven is visiting friends in town.

H. M. Sanborn of this city spent a few days in Rockland last week.

Miss Adeline Morse of Thomaston is visiting her sister, Mrs. Clarence Thomas, in this city.

Mr. and Mrs. C. H. Berry were among the visitors to the city last week.

A theatrical event of noteworthy importance to a very large body of theatre-goers is to take place here in the Columbia Theatre, in the first presentation of Joseph Arthur's latest drama, "On the Wabash."

Two facts predispose one to look with favor upon the production. In the first place Mr. Arthur is today the most widely popular of American dramatists. His following is among the masses of the people, and they are the mainstay of the theatre. They still find pleasure in the portrayal on the stage of a pure and lovable girl, of a sturdy, manly man, of courage, of an unconfined in conflict over villainy. These are the ingredients of Mr. Arthur's plots, but he has a delightful novel way of telling the old story, and a new production of his is therefore always welcome.

His "Jeanes," "Still Alarm" and "The Cherry Pickers" form a remarkable series of popular successes. All have met with a favor in London equal to that enjoyed in this country, and there is every reason to believe that "On the Wabash" will find another triumph in the latest series.

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THE Y. M. C. A. DEBATORS

The Subject: Has Republicanism Been a Failure in France?

The debaters tried very hard last Saturday evening to come to a conclusion whether Republicanism has been a failure in France.

The contestants on the negative side came out in force, but Frank H. Ingraham was the only one present to champion the affirmative.

He could hardly believe that Campbell had deserted him, but so it proved. Here he was, all alone, for the purpose of proving Republicanism in France a sad failure. He glanced at the opposite side and when he saw J. P. Cilley, E. F. Starrett, F. H. Hill, Frank B. Miller, Chas. D. Jones and H. H. Monroe arrayed against him he totally collapsed. Even H. H. Monroe, who has never before refused to help the weaker side, would about to retire from the scene of action when L. F. Starrett generously came to the rescue and proposed himself as able and willing to sustain Ingraham. Mr. Starrett's example was followed by F. H. Hill and everybody smiled at the debate which went on.

Frank H. Ingraham made the argument in good style. He said among other things that the French people were very excitable. They were showy and brilliant, but have not shown much ability to govern themselves.

The Dreyfus case has clearly shown this. The people in France have very little real freedom; even the courts of justice are in the hands of the military organizations.

J. P. Cilley called attention to the condition of France at the close of the war with Germany. They succeeded in wiping out that enormous war debt in a remarkably short time. The Dreyfus case was only an incident. Someone had certainly sold secrets but they had caught the wrong man. There have been scandals in this country. When men are thoroughly mad they do not always take the right action. But now the people have calmly ordered the case to a higher court for another trial and this places the government of France on an equal with England.

L. F. Starrett said that in considering whether Republicanism had proved a failure in France we must consider what it is. The government of France is not a popular government. It is a great bureau cratic and bureau governed nation. There is a great tendency to jobbery on a large scale. It does not require a very old man to remember the Panama scandal and how the fraud was traced to a member of the president's own family. Dreyfus was convicted in order to shield the army from disgrace.

F. B. Miller said a lot of big words with a rapidity which seemed to have a numbing effect upon the audience. He plunged over heads into the past and present history of France, comparing it with the history of the United States. He called attention to the fact that while this country was supposed to be a free republic 4,000,000 human beings were held in bondage. "The people of France," he said, "have liberty, and it does not make any difference how always troubles a republic has it is always better than a monarchy."

F. H. Hill said one other criterion in regard to nations is the trend of public thought. What makes a man better than another is what he thinks. The feeling of France during the war was in favor of Spain notwithstanding the despotic and cruelly practiced by Spain towards her colonies. The French people have shown that real love of liberty is lacking in France.

H. H. Monroe said that the success of a nation is based upon the finances of the nation. France had a war with Germany and she was conquered. Men said that unborn generations would not see the debt paid. But France went to work and set all her spindles into motion and opened up new avenues of trade. The currency was expanded and the indebtedness of the war was kept among the people who invested in the bonds. By so doing France has made prosperous and the people contented. The United States was prosperous after the civil war, but the currency was contracted and as a consequence farms have shrunk half in value. The stand France has taken is an example for the world and set all her spindles into motion and opened up new avenues of trade. The currency was expanded and the indebtedness of the war was kept among the people who invested in the bonds. By so doing France has made prosperous and the people contented. 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